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**Silvester**

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(54) **PC-BASED AUTOMOBILE OWNER'S MANUAL, DIAGNOSTICS, AND AUTO CARE**

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**G06F 3/033** (2006.01)

(52) **U.S. Cl.** ..... **701/29**; 701/2; 701/35; 340/442

(58) **Field of Classification Search** ..... 701/29, 701/33, 35, 2; 715/863; 340/442  
See application file for complete search history.

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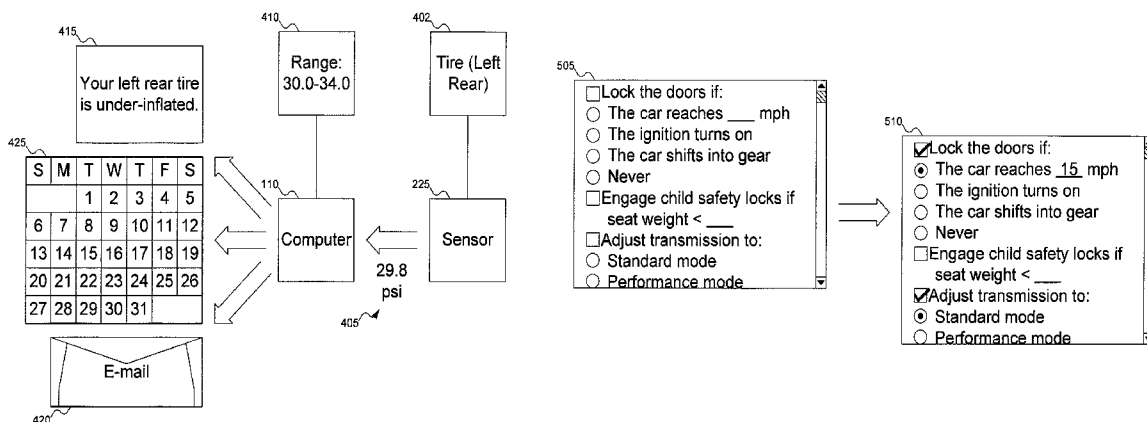
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(57) **ABSTRACT**

A computer built into an automobile displays the owner's manual for the car. The user requests more information about the automobile through the computer, and the additional information is displayed to the user. Information may include a description of a specific function or device of the car, service history, and/or real time status of a component of the car.

**22 Claims, 16 Drawing Sheets**



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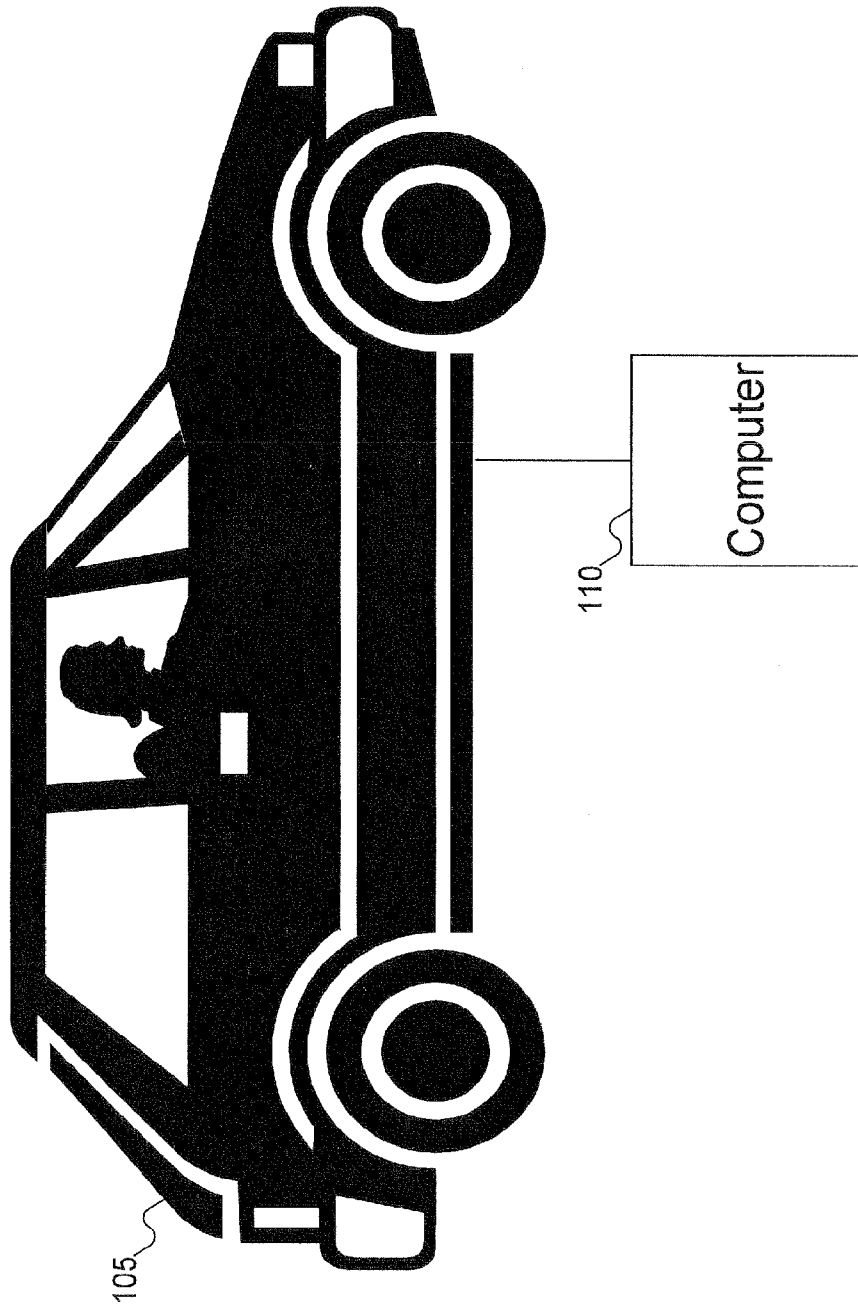


FIG. 1

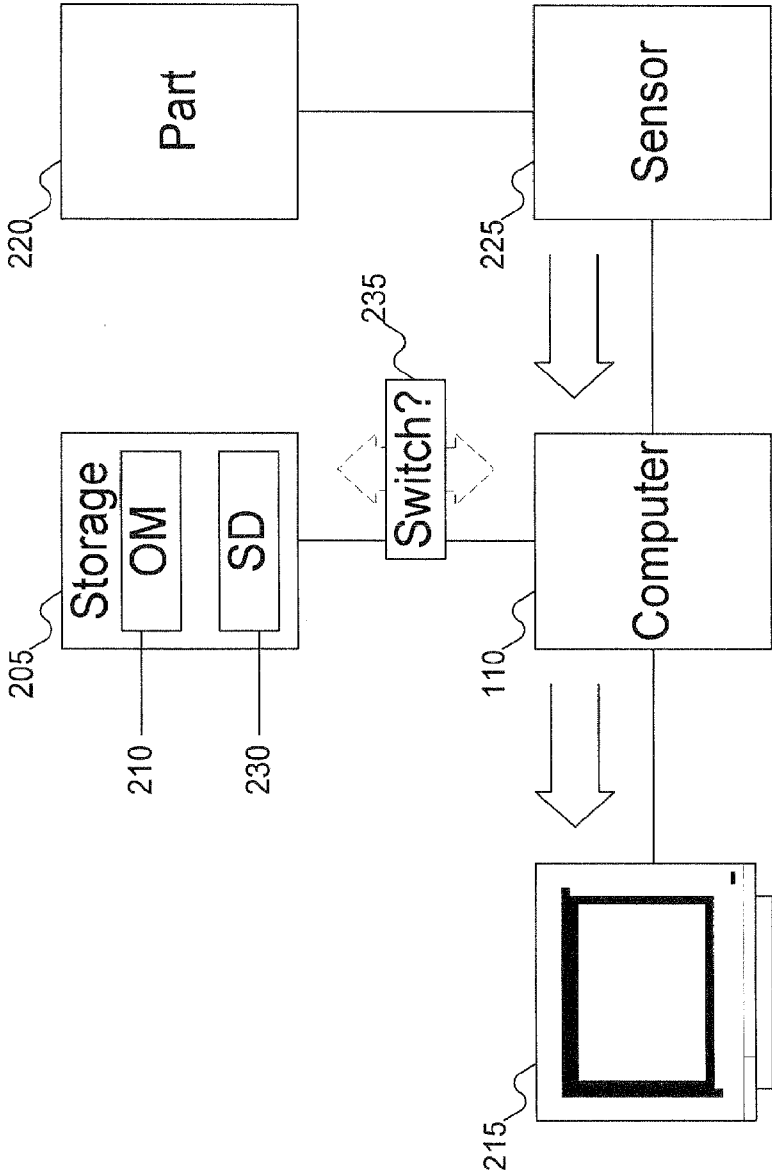


FIG. 2

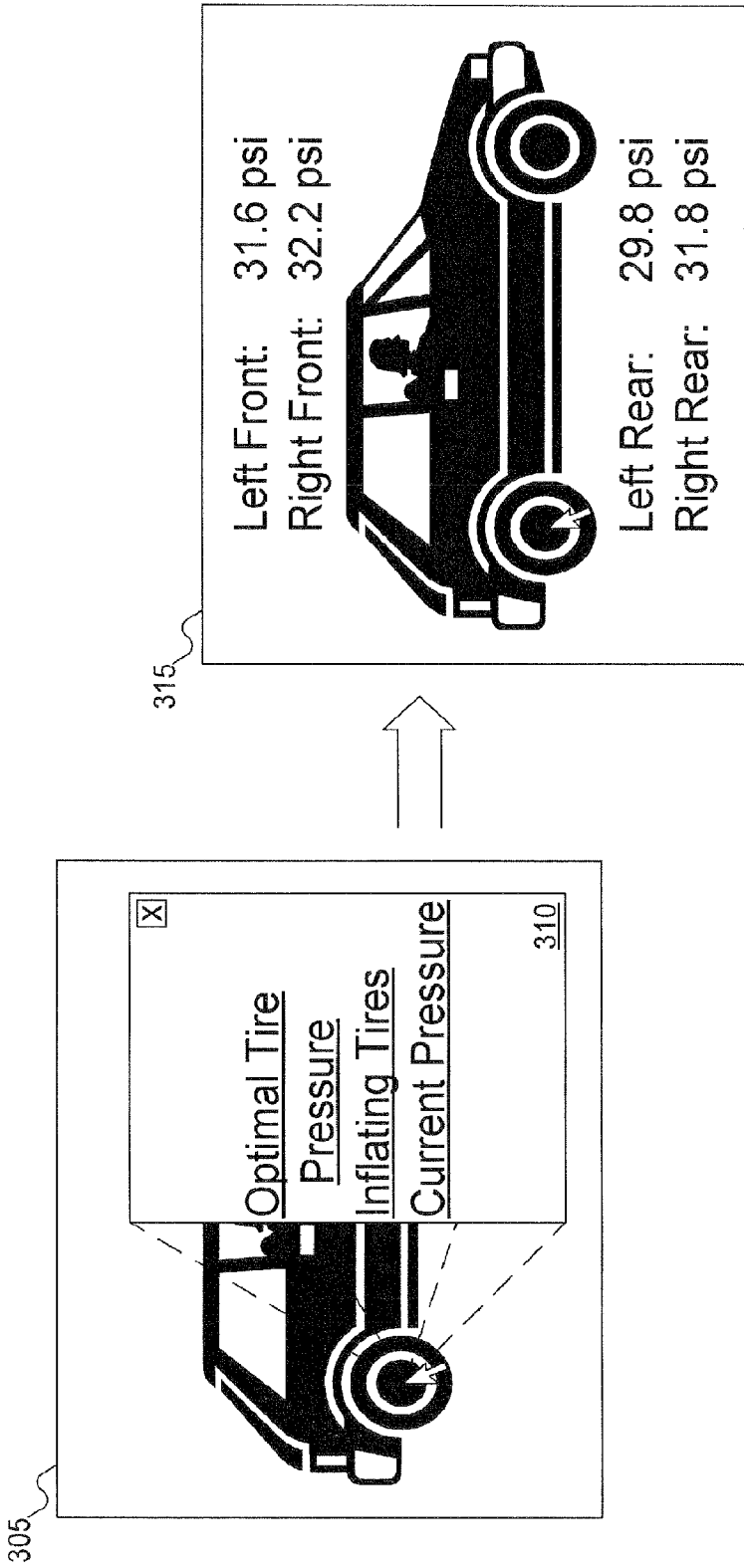


FIG. 3

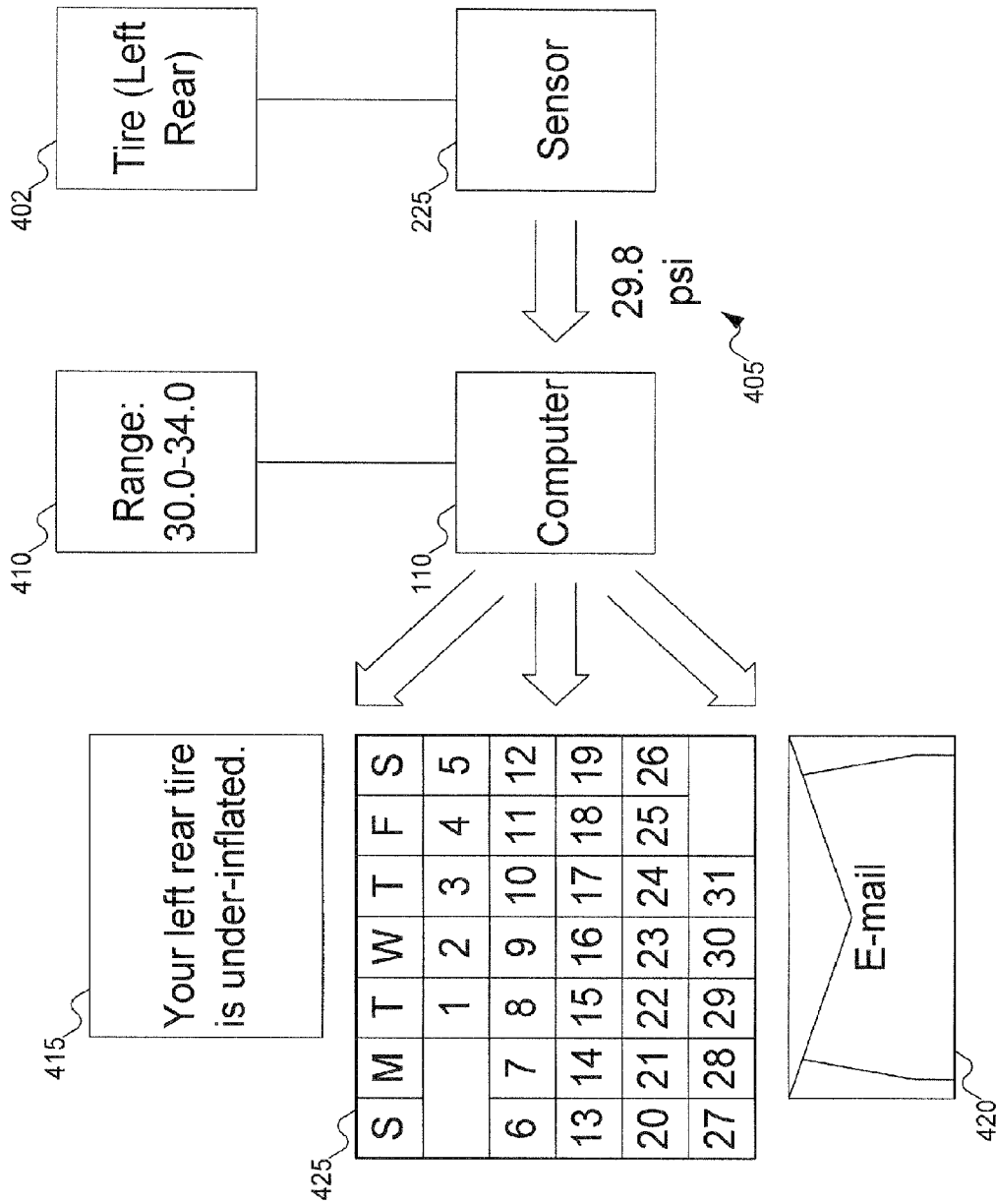


FIG. 4

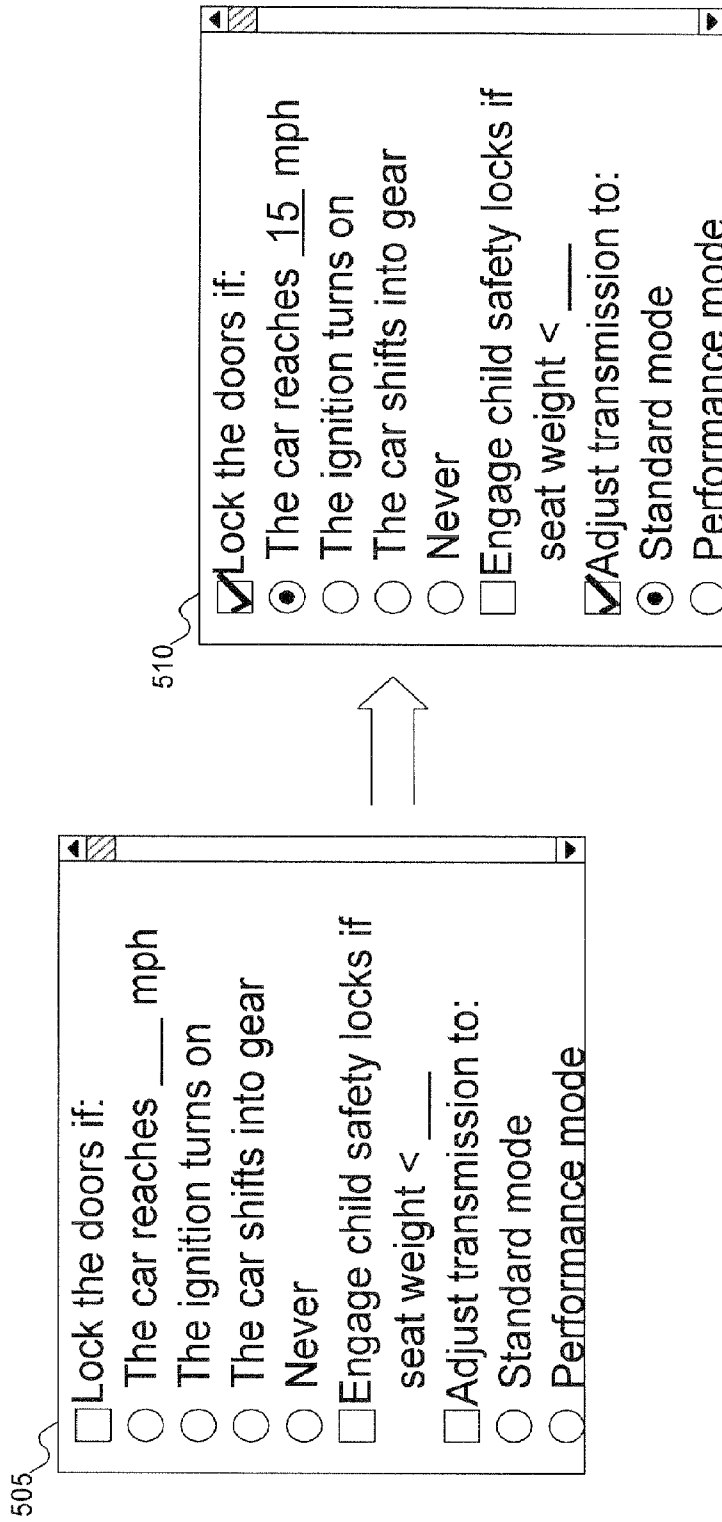


FIG. 5

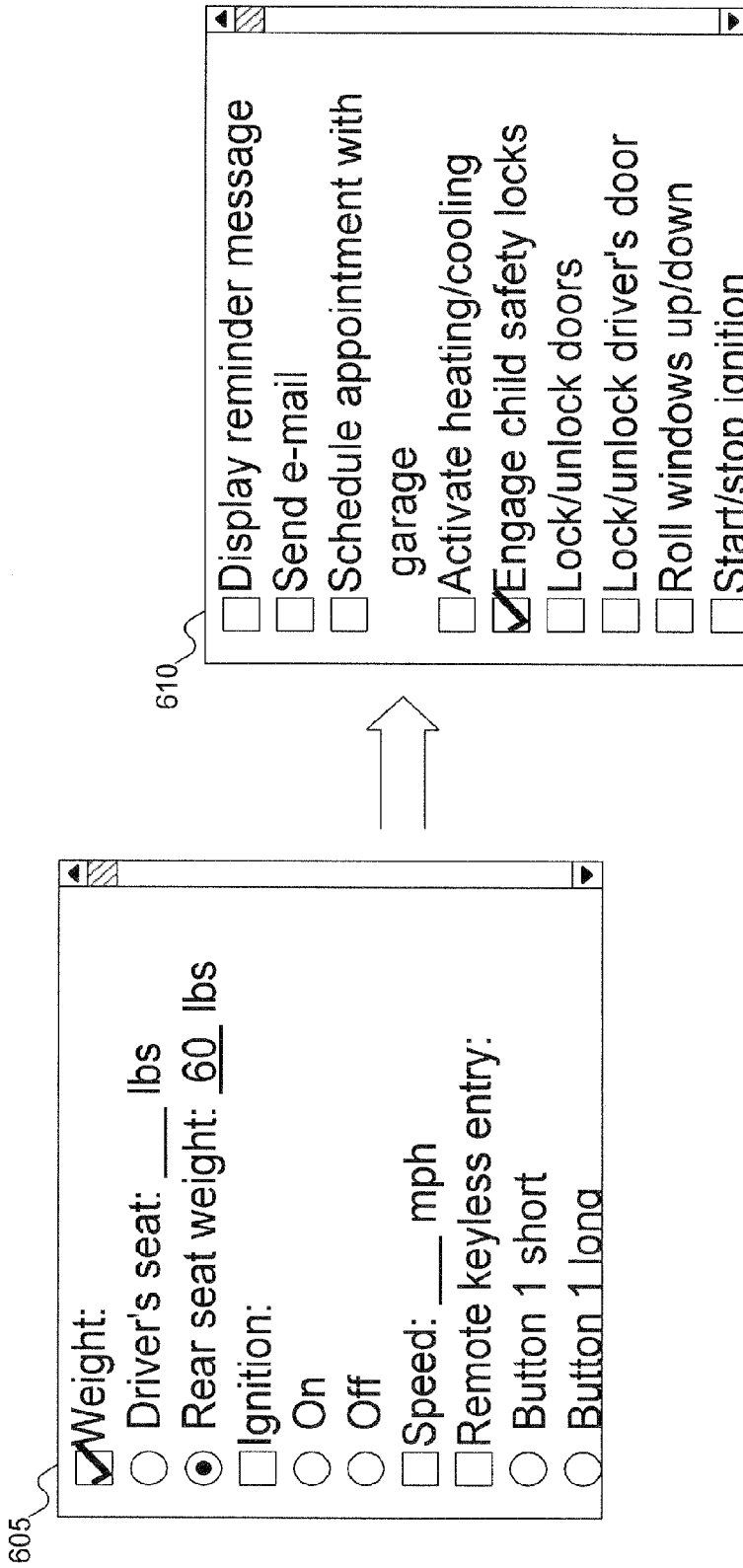


FIG. 6



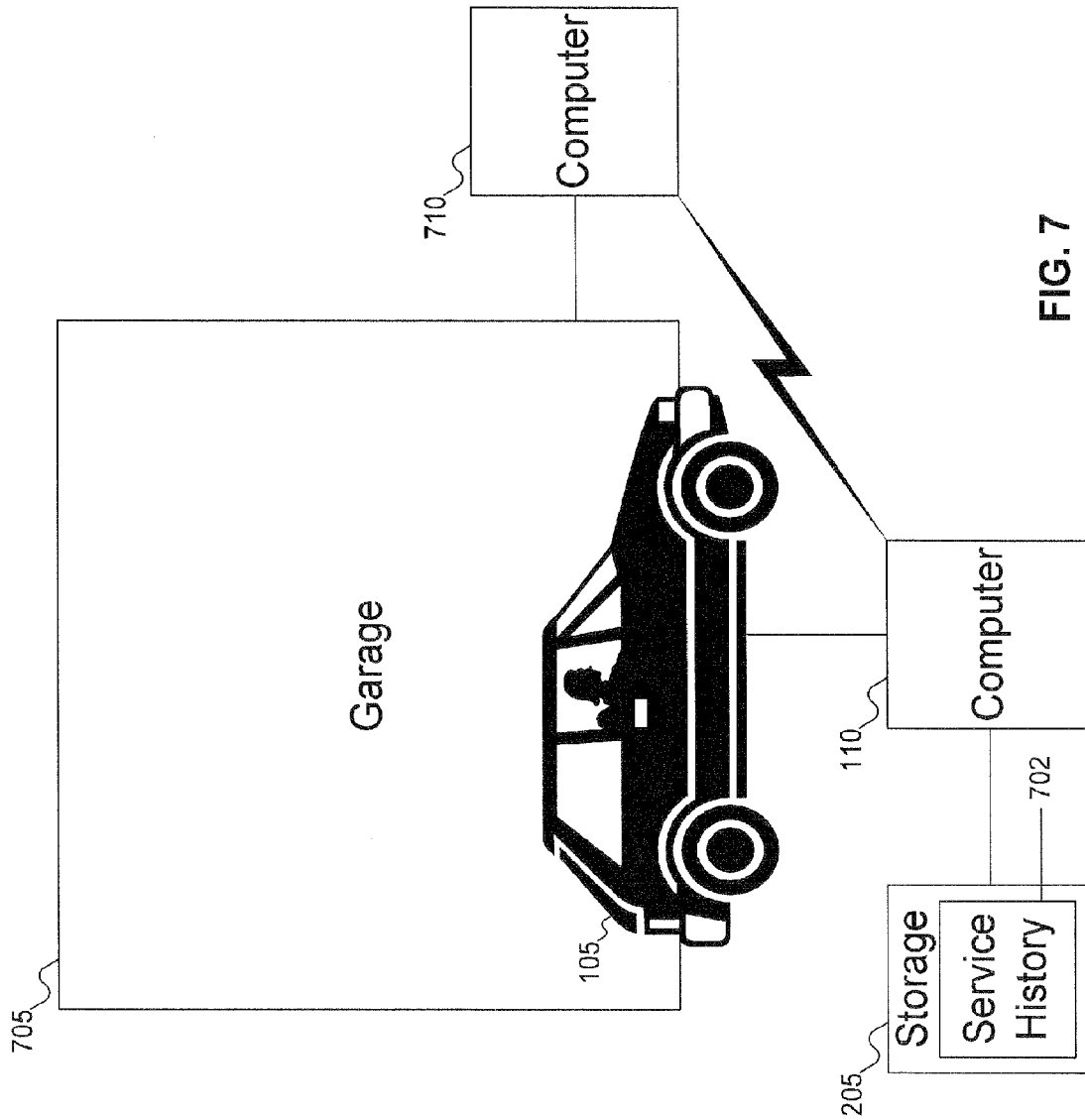


FIG. 7

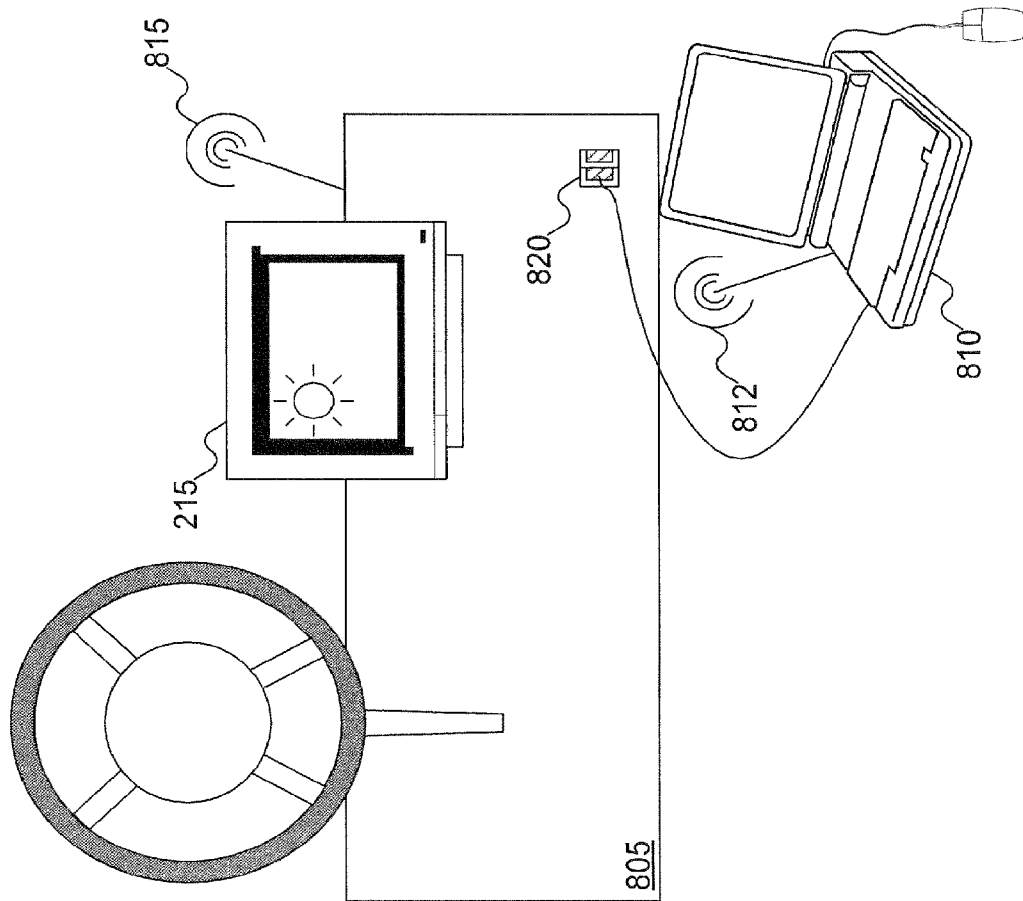


FIG. 8

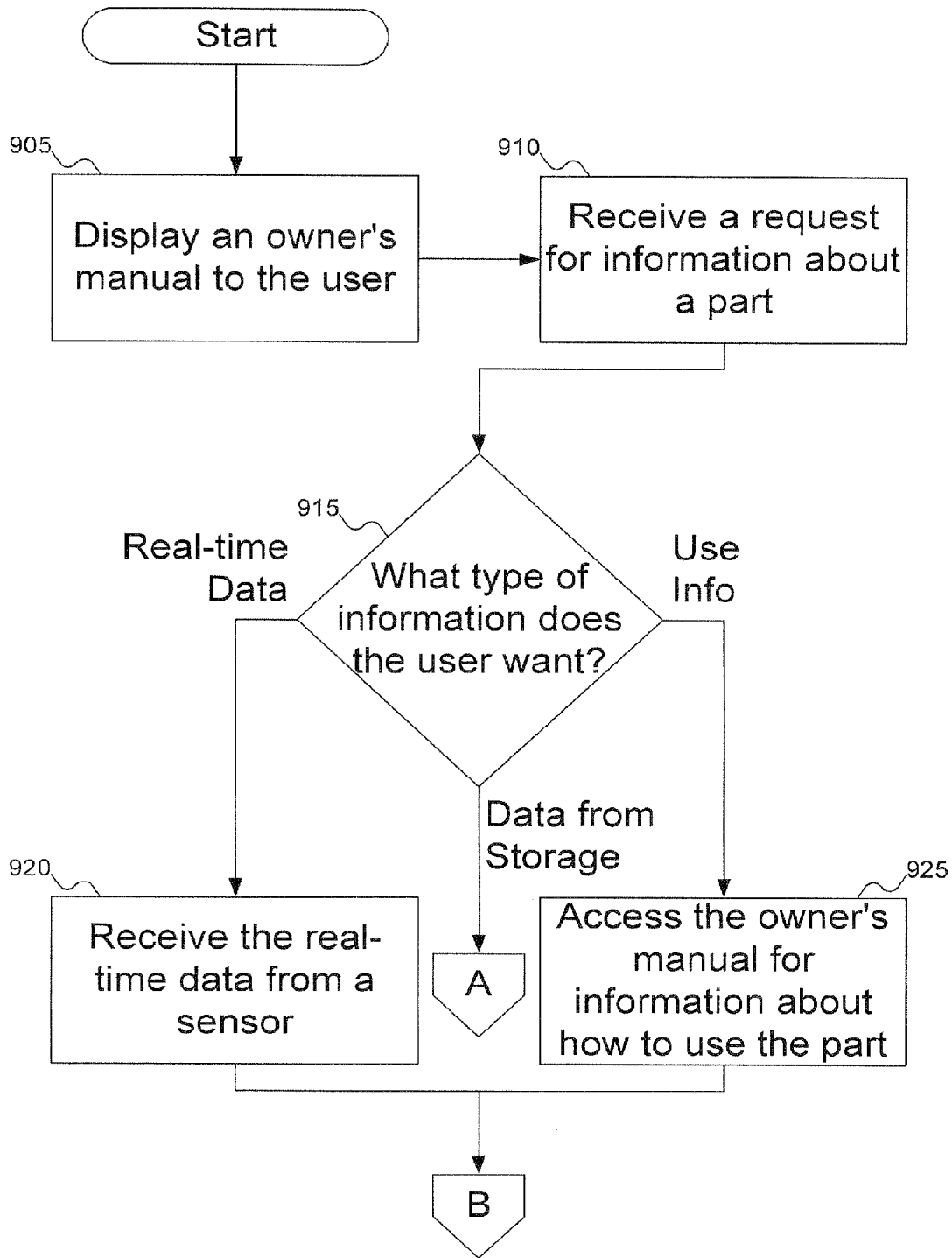


FIG. 9A

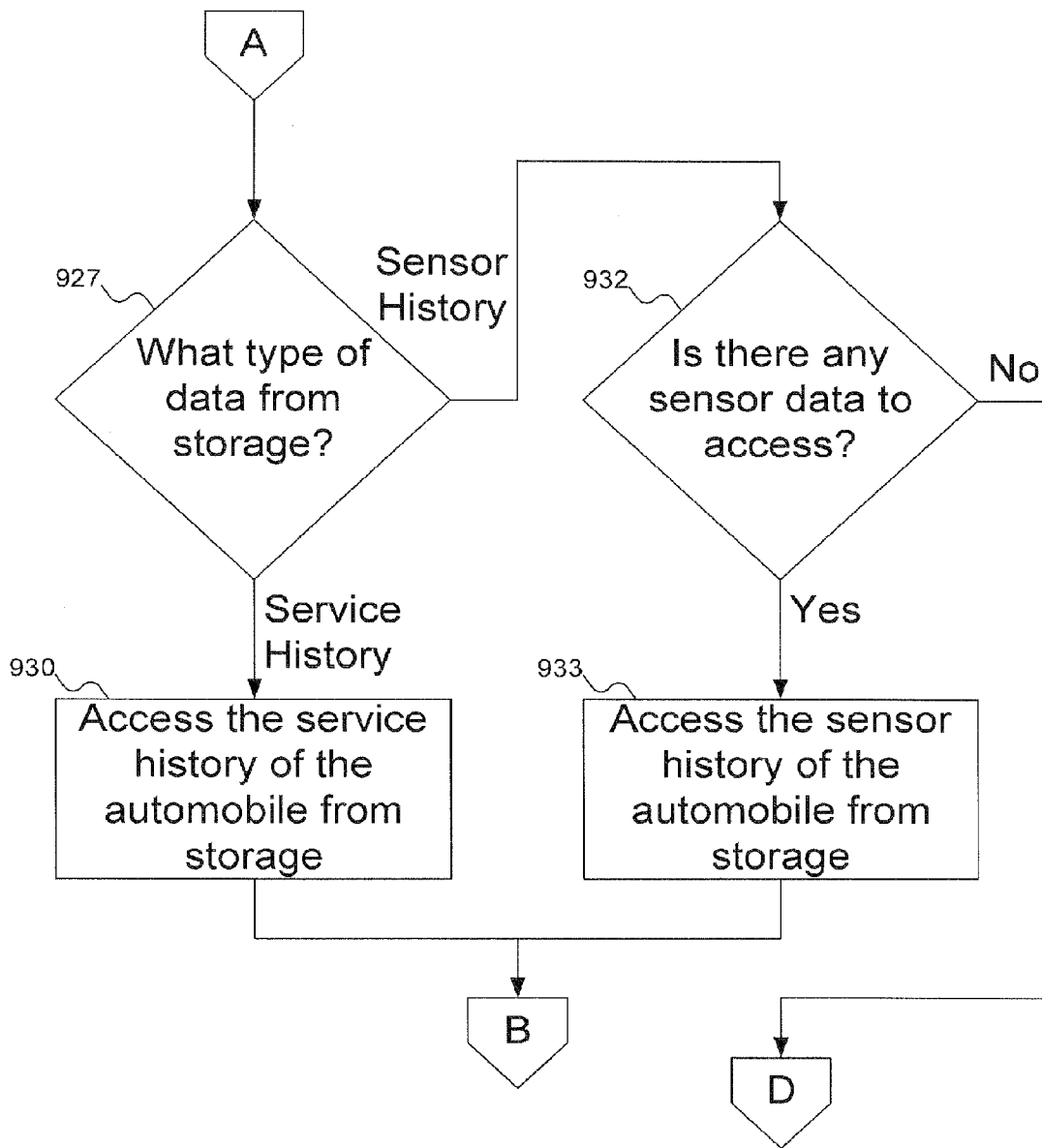


FIG. 9B

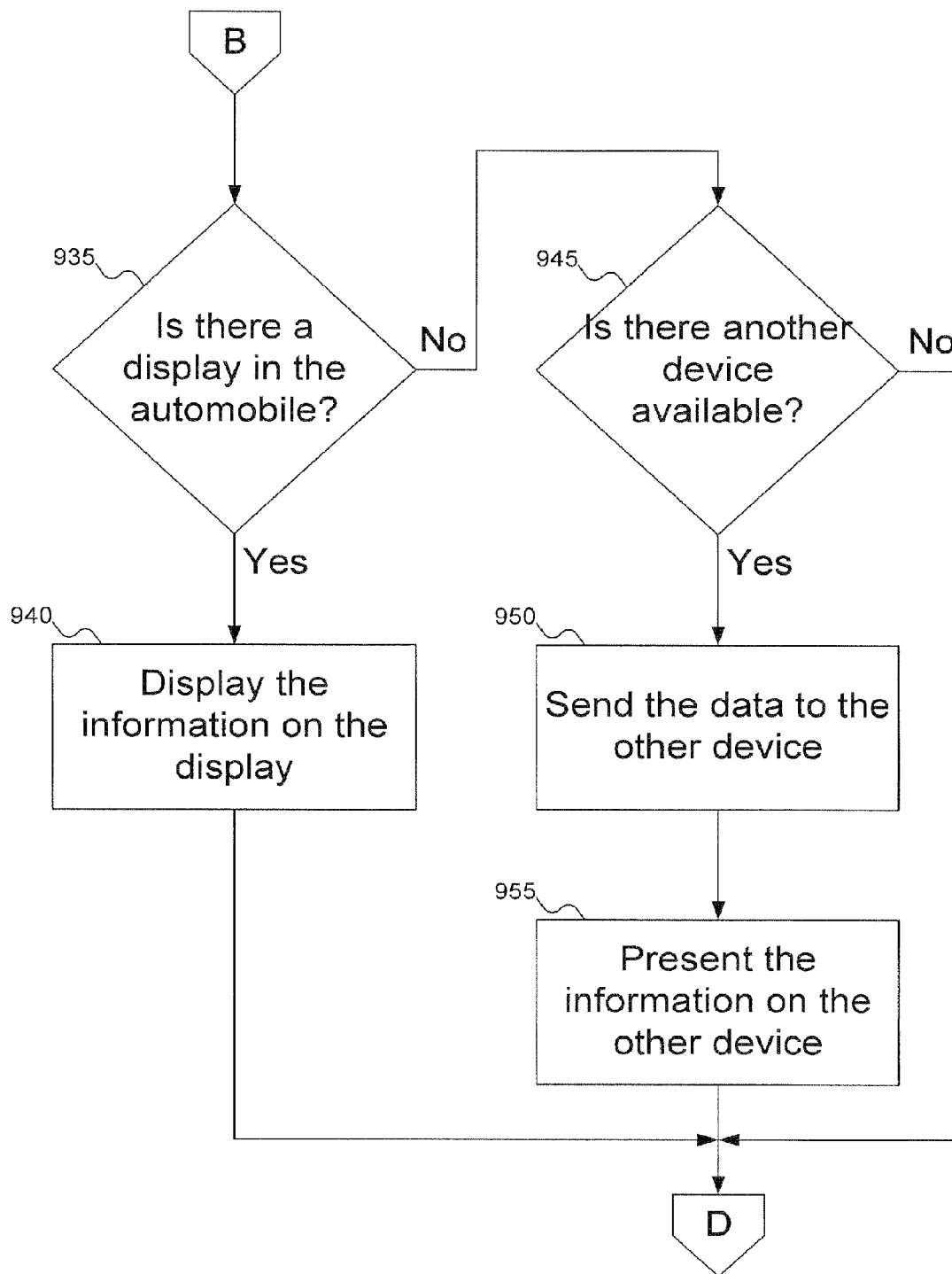


FIG. 9C

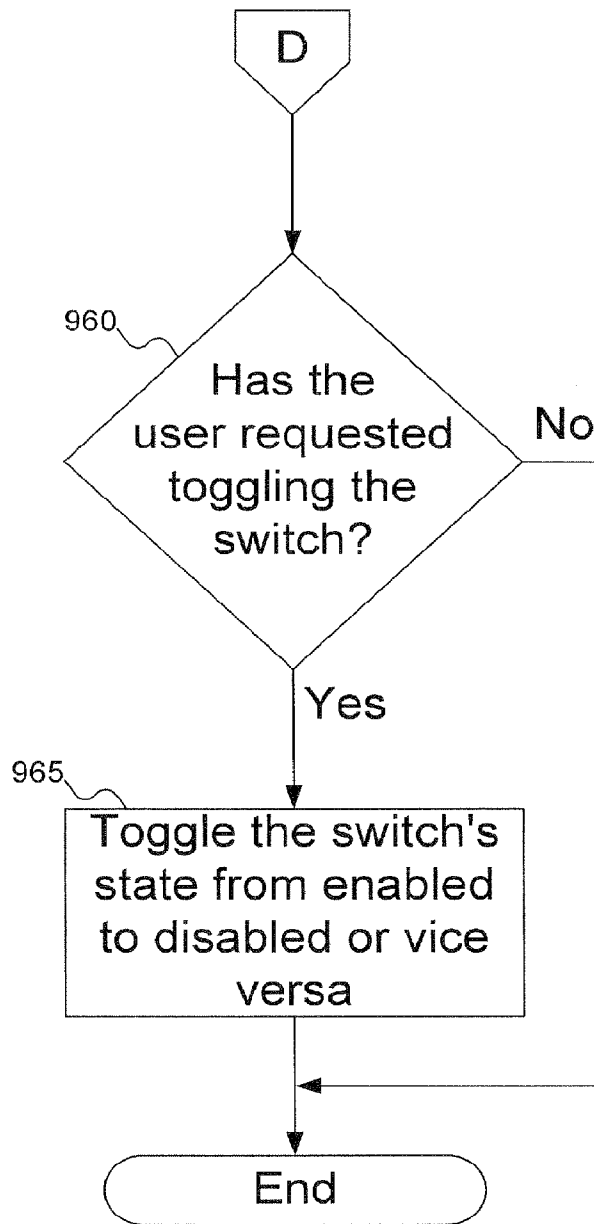


FIG. 9D

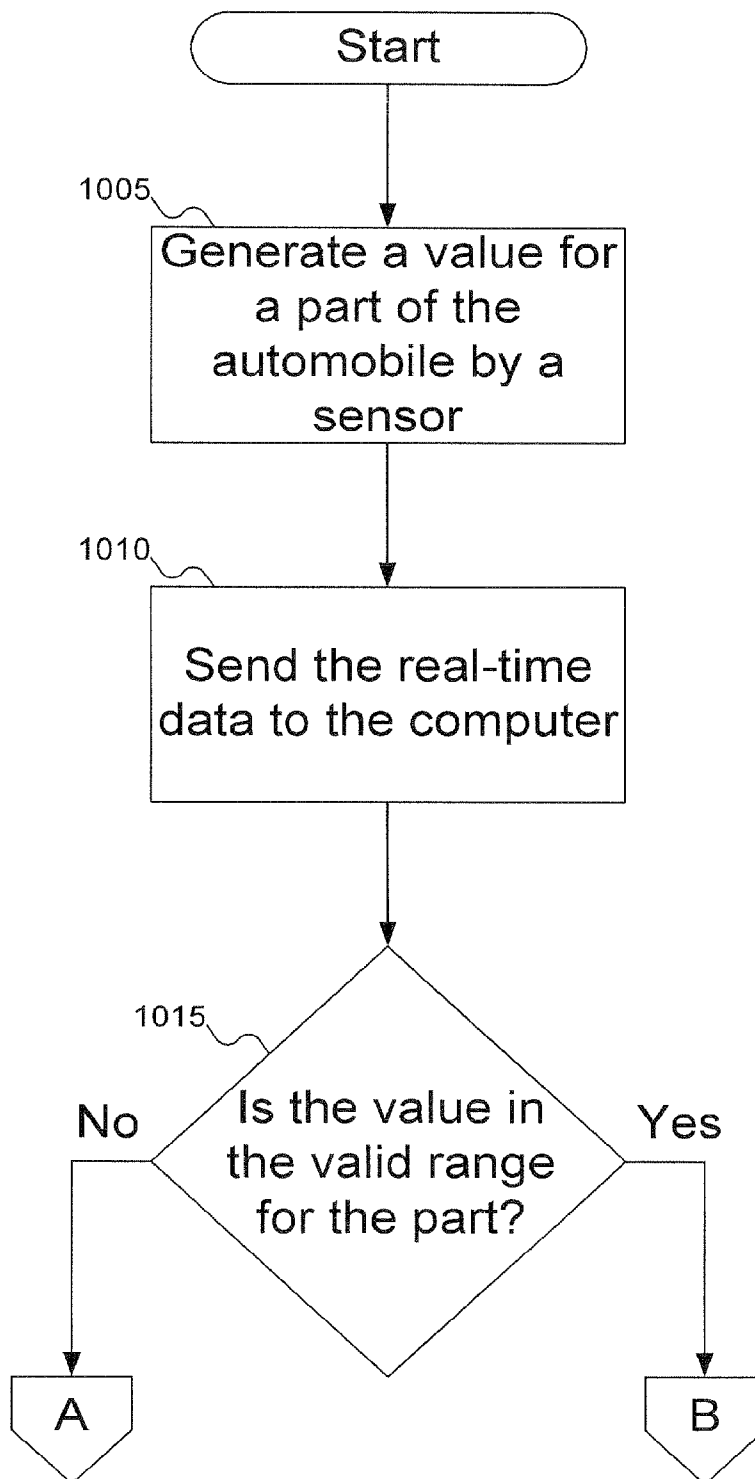


FIG. 10A

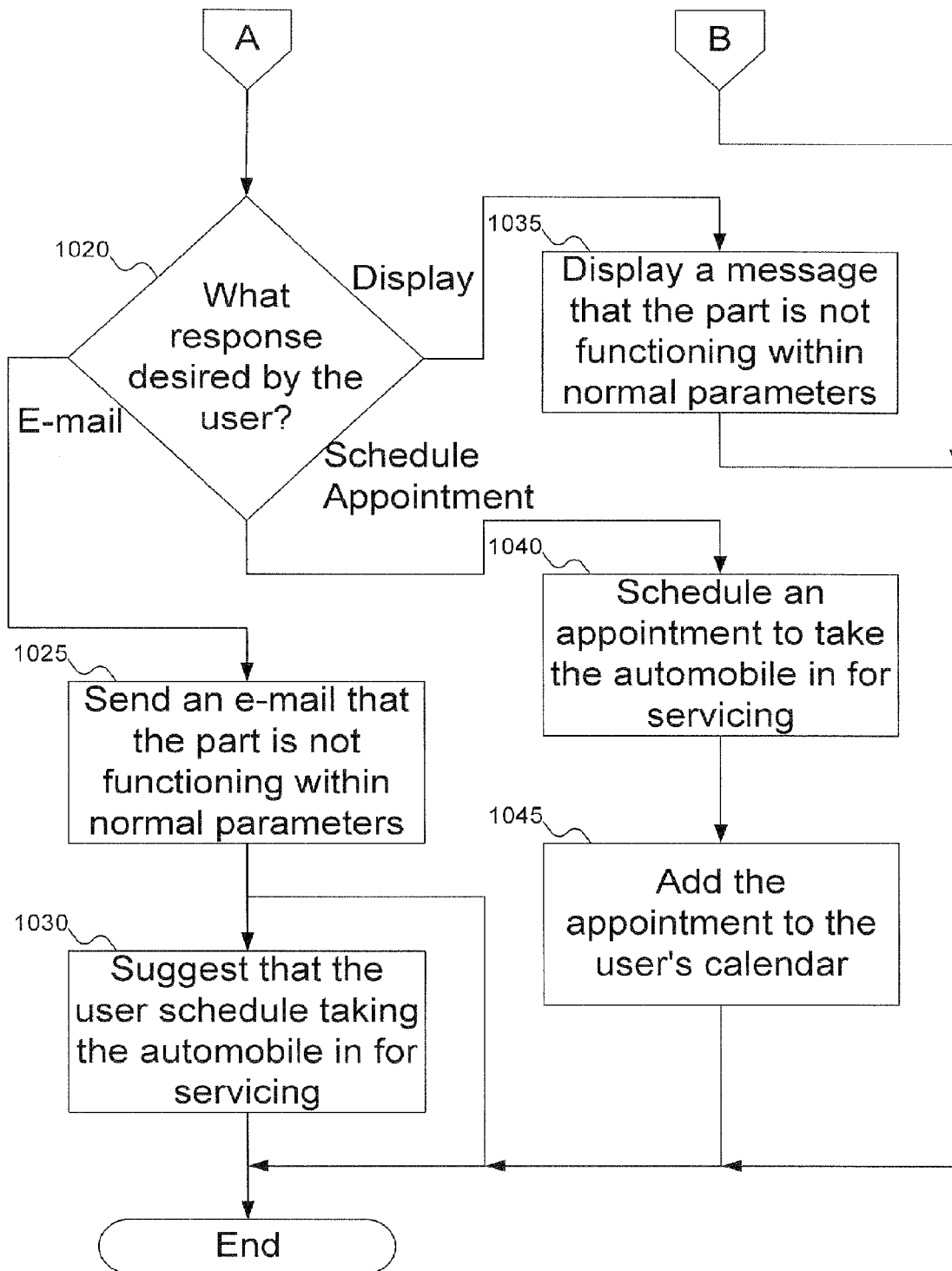


FIG. 10B



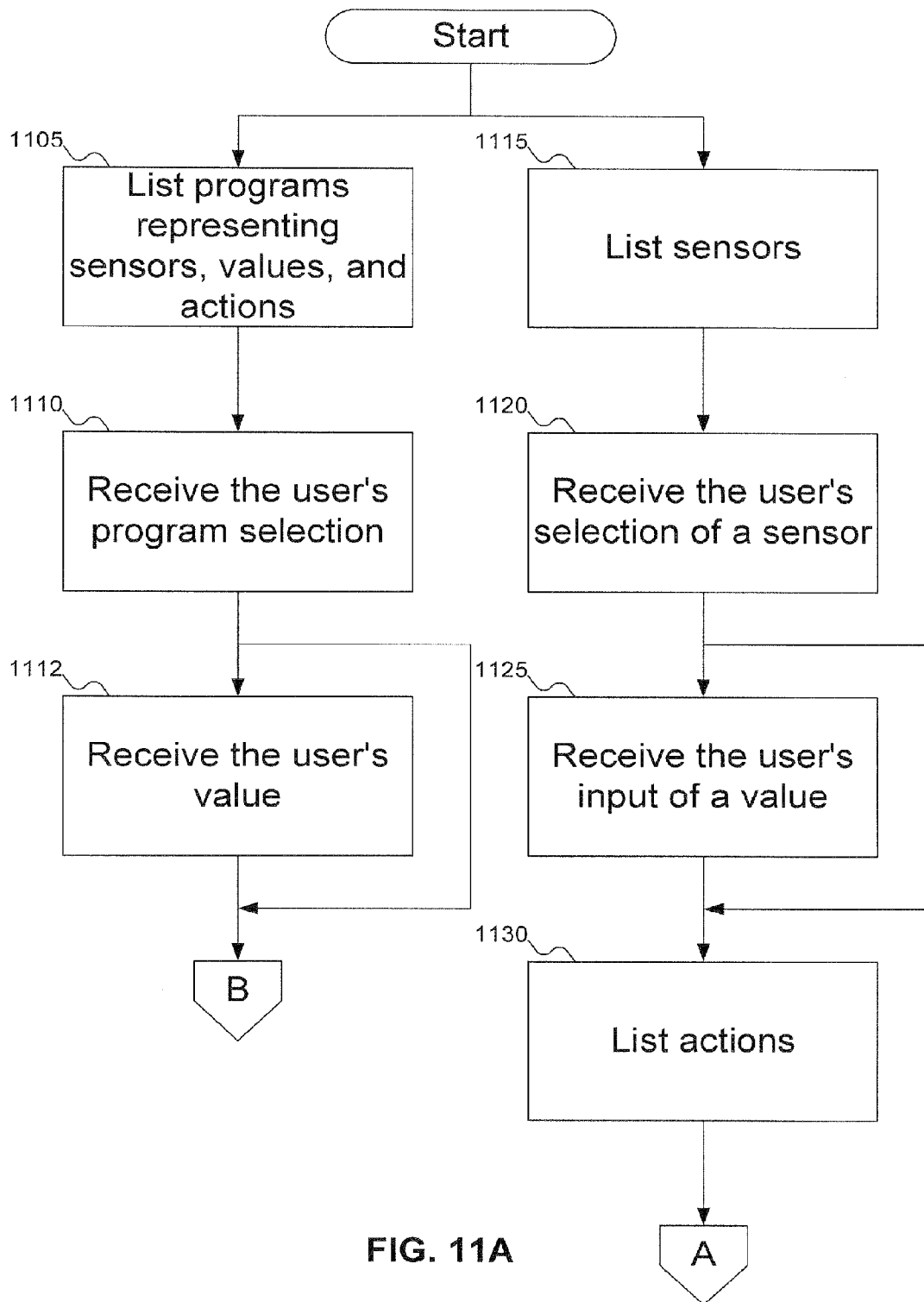


FIG. 11A

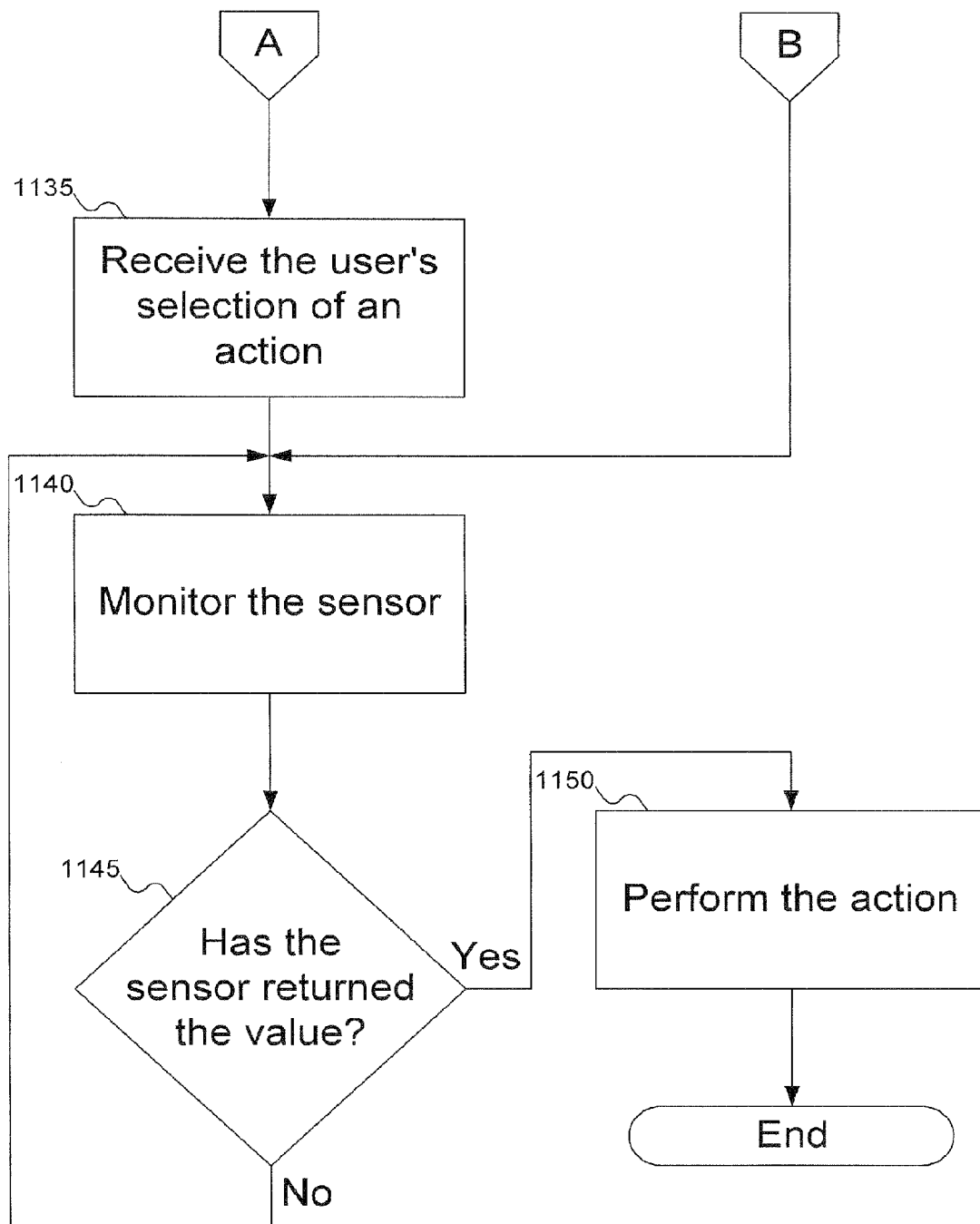


FIG. 11B

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## PC-BASED AUTOMOBILE OWNER'S MANUAL, DIAGNOSTICS, AND AUTO CARE

This patent application is a continuation of U.S. patent application Ser. No. 11/868,921, filed Oct. 8, 2007 now U.S. Pat. No. 7,715,959, which is a divisional of U.S. patent application Ser. No. 10/177,025, filed Jun. 21, 2002 now U.S. Pat. No. 7,292,918 and is hereby incorporated by reference for all purposes.

### FIELD

This invention pertains to automobiles, and more particularly to the use of computers in automobiles.

### BACKGROUND

The past few decades have witnessed an increase in the use of computers. Whereas once upon a time the only places computers could be found were in a research institutions, universities, or governmental organizations, today people interact with many computers during the day. Between home and business computers, automatic teller machines, personal digital assistants, and cell phones, the average person is in knowing contact with several computers. But computers can also be found in places where the average person might not expect. Refrigerators, toasters, and cash registers are just a few of the devices that most people do not realize include computers (typically referred to as embedded systems).

Another device that people use on a daily basis without conscious knowledge that the device includes embedded systems is the automobile. Built-in computers monitor the automobile's performance, adjusting components to keep the automobile working as smoothly as possible. For example, whereas once upon a time a backyard mechanic could adjust the idle on his carburetor, today computers automatically adjust the fuel injectors in the automobile.

The increased use of embedded systems in automobiles has had the indirect effect of increasing the complexity of the automobile. Today, the average person can add gasoline to the gas tank, check the oil level using the dipstick, verify the proper tension on the timing belt, and perhaps change a tire. Adjusting or repairing anything else is too complicated or requires specialized equipment. Specifically, accessing the built-in computer in an automobile is not a task easily accomplished by the average user. The automobile does not provide easy access to the computer.

Because there is little for the average user to do but take the car to a mechanic, automobile manufacturers are simplifying the design of the dashboard display. Many cars today include an "idiot light," which says something to the effect of "Service Car Soon." The user then takes the car to the mechanic, who figures out exactly why the "idiot light" activated and fixes the problem.

### BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 shows an automobile with an embedded computer, according to an embodiment of the invention.

FIG. 2 shows the computer of FIG. 1 receiving information from various sources and displaying the information on a built-in display, according to an embodiment of the invention.

FIG. 3 shows the display of FIG. 2 providing information about the automobile of FIG. 1, according to an embodiment of the invention.

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FIG. 4 shows the computer of FIG. 1 responding to a problem detected in the automobile of FIG. 1, according to an embodiment of the invention.

FIG. 5 shows the computer of FIG. 1 listing several programming options for the automobile of FIG. 1, according to an embodiment of the invention.

FIG. 6 shows the computer of FIG. 1 allowing the user to manually program the automobile of FIG. 1, according to an embodiment of the invention.

FIG. 7 shows the automobile of FIG. 1 at a garage, according to an embodiment of the invention.

FIG. 8 shows a configuration of the dashboard of the automobile of FIG. 1, according to an embodiment of the invention.

FIGS. 9A-9D show a flowchart of the procedure used by the computer of FIG. 1 to provide information about the automobile of FIG. 1 to the user, according to embodiments of the invention.

FIGS. 10A-10B show a flowchart of the procedure used by the computer of FIG. 1 to alert the user of the automobile of FIG. 1 about a problem, according to an embodiment of the invention.

FIGS. 11A-11B show a flowchart of the procedure for the user of the automobile of FIG. 1 to program the computer of FIG. 1, according to an embodiment of the invention.

### DETAILED DESCRIPTION

FIG. 1 shows an automobile with an embedded computer, according to an embodiment of the invention. In FIG. 1, automobile 105 is shown with built-in computer 110 (making automobile 105 an example of an embedded system). FIG. 1 shows automobile 105 as a hatchback-type automobile. But a person skilled in the art will recognize that any type of automobile, and indeed any type of personal conveyance with a built-in computer (an example of an embedded system), may be substituted for automobile 105. For example, if a bicycle is equipped with a built-in computer, the bicycle may be equipped with an embodiment of the invention. In addition, there is no limitation on the particular make or model of the conveyance to which an embodiment of the invention may be applied. For simplicity, in the remainder of this document (including the claims and drawings), the term "automobile" is intended to include all varieties of personal conveyances to which an embodiment of the invention may be applied.

FIG. 2 shows the computer of FIG. 1 receiving information from various sources and displaying the information on a built-in display, according to an embodiment of the invention. In FIG. 2, computer 110 includes storage 205, wherein is stored owner's manual 210. Owner's manual 210 may be displayed on display 215. Display 215 may be built into the automobile: for example, as part of the dashboard or part of a system for playing video to entertain passengers. Alternatively, display 215 may be the display of another device that may send data to and receive data from computer 110. Where another device is used, the other device may be a notebook computer, handheld computer, Personal Digital Assistant (PDA), cellular telephone, or any other type of device capable of providing the information in some meaningful manner to the user. (In the remainder of this document, where the other device is mentioned, the other device is intended to include any of the above-mentioned devices.) How computer 110 interacts with another device is discussed further with reference to FIG. 8 below.

Owner's manual 210 includes the information that may be found in the bound copy of the owner's manual for the automobile (typically found the glove compartment of the auto-

mobile). But owner's manual **210** goes further. Owner's manual **210** is designed so that the user may interact with owner's manual **210**.

Owner's manual **210** not only provides information on how to operate the automobile, but also enables the user to find out about the performance of the automobile. As shown in FIG. 2, computer **110** receives data about part **220** from sensor **225**. Part **220** may be any part in the automobile: for example, a tire, the fuel injector, the radiator, etc. When the user requests information from owner's manual **210** about part **220**, computer **110** may display the data received from sensor **225** as some of the information about part **220**. This is discussed further with reference to FIG. 3 below.

FIG. 2 also shows storage **205** as storing sensor data **230**. Not only may computer **110** display the real-time data to the user, but computer **110** may also store the data in storage **205** for later retrieval. For example, if sensor **225** is detecting the automobile speed, then sensor data **230** may store the speed history of the vehicle. This allows the user to determine how fast the automobile has been driven. Or, if sensor **225** is an impact sensor, then sensor data **230** may store any times the automobile sensed an impact. Then, instead of requesting the real-time data generated by sensor **225**, the user may request sensor data **230** from storage **205**. By retrieving sensor data **230** from storage **205**, the user may review how others have used the car in his absence.

In another embodiment, whether computer **110** stores the data from sensor **225** as sensor data **230** in storage **205** is dependent on switch **235**. The user may toggle switch **235** between enabled and disabled states. When switch **235** is in the disabled state, then computer **110** does not store the data from sensor **225** in storage **205**. Of course, if the data is not stored in storage **205**, the user may not later request sensor data **230**.

FIG. 3 shows the display of FIG. 2 providing information about the automobile of FIG. 1, according to an embodiment of the invention. In FIG. 3, the display is showing screen **305**, which has an image of the automobile. When the user clicks on the tire, pop-up dialog **310** appears, allowing the user to specify the information he desires. For example, dialog **310** offers the user to find out the optimal tire pressure, how to properly inflate the tires, or the current tire pressure.

If the user selects the current tire pressure, then screen **315** appears. In screen **315**, the current pressure for each of the tires is shown. For example, screen **315** shows the pressure in the left rear tire as 29.8 pounds per square inch (psi).

In FIG. 3, the user is shown selecting information about the tires using a mouse. But a person skilled in the art will recognize that other devices may be used to indicate portions of the screen **305**. For example, screen **305** may be a touch screen, so that the user may point to the screen without using a pointing device. Or, when the technology is ready, the computer may sense where the user is looking, so that all the user has to do is hold his vision on a particular spot on the screen.

As shown in FIG. 3, in one embodiment the computer in the automobile displays information to the user upon request. In another embodiment, the computer monitors the automobile for problems, and takes action accordingly. FIG. 4 shows the computer operating in this embodiment.

In FIG. 4, the part being monitored is left rear tire **402**. But a person skilled in the art will recognize that any part in the automobile may be monitored in a similar manner. For example, instead of the left rear tire, the monitored part may be the fuel injection system, or the catalytic converter, or the oil pan (for quantity or clarity of oil), etc. Sensor **225** is monitoring the tire for problems. Although sensor **225** is

shown as monitoring only the pressure of left rear tire **402**, a person skilled in the art will recognize that sensor **225** may monitor any state of the part, and may monitor multiple states at the same time (for example, sensor **225** might also be monitoring the tread on left rear tire **402** for wear). Sensor **225** returns to computer **110** the current pressure of left rear tire **402**, shown as value **405** (currently 29.8 psi).

Computer **110** compares value **405** received from sensor **225** with proper range **410** for the automobile. In this case, value **405** is outside range **410**. Computer **110** then may take any of a number of different actions. For example, computer **110** may display message **415** to the user on a display in the automobile. (As discussed above with reference to FIG. 2, the display may be built in to the automobile (specifically for interacting with the computer by the user or for entertainment purposes) or may be part of another device with which the computer may communicate.) Alternatively, computer **110** may send e-mail **420** to the user, alerting him to the condition of left rear tire **402**. Computer **110** may send the e-mail either through its own e-mail processing tools (if computer **110** has the functionality to send e-mail itself) or may use an e-mail processing tool in another device with which computer **110** may communicate. Another option is for computer **110** to schedule an appointment with a service center, and add the appointment to calendar **425** for the user automatically. A person skilled in the art will recognize that computer **110** may perform any combination of techniques to alert the user: for example, computer **110** may display message **415** and send the user e-mail **420**.

FIG. 5 shows the computer of FIG. 1 listing several programming options for the automobile of FIG. 1, according to an embodiment of the invention. In FIG. 5, screen **505** shows the user some options for customizing automobile performance. For example, listed on screen **505** are options for automatically engaging the door locks, for automatically engaging child safety locks, and for automatically adjusting engine performance. More options may be present, as indicated by the scroll bar on the right side of screen **505**. A person skilled in the art will recognize other options that may be customized using a screen like screen **505**. Once displayed, the user may select any of the listed options and, if need be, provide a target value. For example, in screen **510**, the user has selected to automatically lock the doors when the automobile reaches 15 miles per hour, and to use the standard mode for the automatic transmission.

Although FIG. 5 shows the computer presenting the user with various predefined programming options, a person skilled in the art will recognize that there are other ways the computer may be programmed. For example, the computer may have a programming language that enables the user to program options that are not predefined. FIG. 6 shows this situation.

In FIG. 6, the computer displays a list of sensors in the automobile, and allows the user to select one (or more). By selecting more than one sensor, all the selected sensors need the specified values before the desired action occurs. The user may then enter a target value, if needed. For example, in screen **605**, the user has selected a weight sensor: specifically, the weight sensor for the rear seat. This sensor requires a value, which the user has supplied (60 pounds). In contrast, for the ignition sensor, the user merely checks a box as to whether the ignition is to be on or off before the action occurs: no specific value is needed. Finally, the user may define one or more actions to take in response to the selected sensors. In screen **610**, the user has selected to engage the child safety locks when the weight on the rear seat is less than 60 pounds.

In FIG. 6, the user is shown as selecting only one sensor. If the user selects more than one sensor, then the computer treats the combination of sensors to be conjunctive. That is, all of the sensors must return the indicated values before the actions are performed. If the user desires the same action to be performed for a number of different conditions, then the user has to add several programs, one for each condition. But a person skilled in the art will recognize how to modify the computer so that the user may program more complex conditions combining AND and OR operations (for example, a combination of the form "(A AND B) OR C").

In one embodiment, the computer is arranged to have complete (and extensive) lists of sensors and actions, which may be arranged to simplify the user's job in searching for a particular sensor or action. In a second embodiment, the list of sensor is limited to only those sensors that the user would normally find useful. For example, a sensor that determines whether there is cargo in the trunk might not normally be presented to the user, because the user would normally know if anything is in the trunk. But the user would be able to access this sensor if desired (perhaps by requesting a complete list of sensors rather than a shortened list). In a third embodiment, the list of actions is organized based on sensors, so that only certain actions are available based on the selection of certain sensors. For example, if the user selects a tire pressure sensor, the list of actions might not include the option to activate the heating/cooling system, since cabin temperature has little to do with tire pressure. Again, the user may access an unlisted action by requesting the complete list rather than the shortened list.

In a fourth embodiment, the computer is arranged to enable the user to define a new sensor or new action. For example, the user might add a new sensor to the automobile. Once the computer is made aware of the new sensor, it may be used just like any other sensor. Defining a new action may be more involved, but the procedure is somewhat similar. As an example, the user might add an entertainment system, including a video cassette player or a digital video disc (DVD) player and a television, to the automobile to entertain children during long trips. The user may then define a new action to turn on the television when the rear seat weight is low (indicating a child is sitting in the back seat). A person skilled in the art will recognize other ways in which the computer may be programmed.

FIG. 7 shows the automobile of FIG. 1 at a garage, according to an embodiment of the invention. As shown earlier with reference to FIG. 2, computer 110 includes storage 205. Aside from the owner's manual, storage 205 may store service history 702 of automobile 105. That is, every time automobile 105 is brought in for servicing, a complete record of the work performed on automobile 105 may be stored in storage 205. By storing the service history of automobile 105, the user does not have to worry about a new mechanic not knowing the history of automobile 105. The mechanic, for example a mechanic at garage 705, may retrieve service history 702 of automobile 105, either by accessing it directly from computer 110 or by interfacing computer 110 with computer 710 at the garage.

Of course, since service history 702 of automobile 105 is stored in computer 110, the user may access service history 702 himself, through either a built-in display or the display of a computer with which computer 110 may communicate.

FIG. 8 shows a configuration of the dashboard of the automobile of FIG. 1, according to an embodiment of the invention. In FIG. 8, dashboard 805 is shown. Built into dashboard 805 is display 215. Through display 215 is shown in FIG. 8 as sitting on dashboard 805, a person skilled in the art will

recognize that display 215 may be built into the automobile in other ways: for example, flipping up from the dashboard (using a thin display, such as a liquid crystal display (LCD)), in a center console, or flipping down from the ceiling. FIG. 8 also shows display 215 as a touch screen, as indicated by the mark on the screen where the user has pressed his finger.

As mentioned above, as an alternative to having a display built into the automobile, the display may be part of another device. For example, notebook computer 810 is shown in FIG. 8. Using wireless transmitters/receivers 812 and 815, the computer in the automobile and notebook computer 810 may communicate. The wireless communications may use any wireless communications standard, such as Bluetooth (Specification of the Bluetooth System, Version 1.1, Feb. 22, 2001) or any of the Institute for Electrical and Electronics Engineers (IEEE) 802.11 standards, for example. As discussed above with reference to FIG. 2, other devices that may be used include handheld computers, PDAs, and cellular telephones.

In yet another embodiment, rather than using wireless communications, the computer in the automobile and notebook computer 810 may communicate using docking station 820. Docking station 820 may be a device into which notebook computer 810 physically connects at a hard contact point, or docking station 820 may be a wire-line connection to the computer in the automobile, such as a Universal Serial Bus (USB) connection or an IEEE 1394 (FireWire) connection. Any communications standard may be used to communicate between the computer in the automobile and notebook computer 820. A person skilled in the art will also recognize other ways the computer in the automobile and notebook computer 815 may connect.

As discussed above with reference to FIG. 4, the computer built into the automobile may monitor the automobile for problems, and alert the user. In an embodiment where display 215 is not built into the automobile, the computer may communicate with notebook computer 820, using either wireless transmitters/receivers 812 and 815, or via docking station 820, to inform the user of the detected problem. A person skilled in the art will recognize that this may be accomplished, even where notebook computer 820 is turned off.

FIGS. 9A-9D show a flowchart of the procedure used by the computer of FIG. 1 to provide information about the automobile of FIG. 1 to the user, according to embodiments of the invention. In FIG. 9A, at block 905, the owner's manual is displayed to the user. At block 910, the computer receives a request for information from the user. At decision point 915, the computer decides what kind of data the user requested. If the user requested real-time data about a part of the automobile, then at block 920 the computer receives the real-time data from the appropriate sensor. If the user requested information about how to use the part, then at block 925 the computer accesses the appropriate information from the owner's manual.

If the user requested any data from the storage of the computer, then at decision point 927 (FIG. 9B) the computer determines whether the user requested the service history of the automobile or stored sensor data. If the user requested the service history of the automobile, then at block 930 the computer accesses the service history of the automobile from storage. If the user requested stored sensor data, then at decision point 932 the computer determines if there is any stored sensor data to access. If there is, then at decision point 933 the stored sensor data is accessed.

Regardless of the type of data requested by the user, at decision point 935 (FIG. 9C) the computer checks to see if there is a display built into the automobile. If there is, then at block 940 the computer displays the information on the built-

in display. If there is no built-in display, then at decision point **945** the computer checks to see if there is another device that may present the information. If there is, then at block **950** the computer sends the information to the other device, which presents the information to the user at block **955**. (It may happen that the other device has no display, but may present the information to the user in alternative formats: for example, aurally.)

Finally, at decision point **960** (FIG. 9D) the computer checks to see if the user has requested toggling the switch that controls whether sensor data is stored in the computer. If the user has requested toggling the switch, then at block **965** the computer toggles the switch's state. Thus, if sensor data was being stored before, now it is blocked, and if sensor data was being blocked before, not it is being stored.

FIGS. 10A-10B show a flowchart of the procedure used by the computer of FIG. 1 to alert the user of the automobile of FIG. 1 about a problem, according to an embodiment of the invention. At block **1005**, a sensor generates a value for a part of the automobile. At block **1010**, the sensor sends this value to the computer. At decision point **1015**, the computer determines whether the received value is within the range of proper values for the part. If the value is out of range, then at decision point **1020** (FIG. 10B), the computer determines how the user wants to be notified. If the user wants to be notified by e-mail, then at block **1025** the computer sends an e-mail to the user, informing him that the part is not functioning as expected. The computer may also suggest (and carry out) scheduling an appointment to bring the automobile in for servicing. If the user wants to be presented the information on a display, then at block **1035** the computer displays a message to the user, alerting him that the part is not functioning normally. Finally, if the user wants the computer to schedule an appointment to have the automobile serviced, then at block **1040** the automobile automatically schedules an appointment for servicing the automobile, and at block **1045** the computer adds the appointment to the user's calendar.

FIGS. 11A-11B show a flowchart of the procedure for the user of the automobile of FIG. 1 to program the computer of FIG. 1, according to an embodiment of the invention. As discussed above with reference to FIG. 5, programming may be done by either selecting a pre-defined program or creating one's own using a programming language. The two columns in FIG. 11 reflect these two variations. If the user is to be presented with a list of programs, then at block **1105** the programs are listed, each program including a sensor, a target value, and an action. At block **1110** the computer receives the user's selection, and at block **1112** the computer receives the user's target value. Note that as discussed above with reference to FIG. 5, the value might be implicit in the program, and block **1112** may be skipped (because no value is needed from the user). For example, when the program is to lock the doors when the ignition is turned on, the value is binary.

In the alternative, where the user defines a program for himself, at block **1115** the computer lists the available sensors. At block **1120**, the user selects a sensor (and maybe more than one). At block **1125** the user defines a value for any of the sensors that need values. At block **1130**, the computer lists the available actions, and at block **1135** (FIG. 11B) the user selects one or more actions.

Regardless of how the user selects or creates a program, at block **1140** the computer monitors the selected sensor(s). At decision point **1145**, the computer determines if the sensors are returning values in the specified ranges. If the selected sensors all return values in the specified range, then at block **1150** the action(s) are performed. If not, then control returns to block **1140**.

A person skilled in the art will recognize that an embodiment of the invention described above may be implemented using a computer. In that case, the method is embodied as instructions that comprise a program. The program may be stored on computer-readable media, such as floppy disks, optical disks (such as compact discs), or fixed disks (such as hard drives). The program may then be executed on a computer to implement the method. A person skilled in the art will also recognize that an embodiment of the invention described above may include a computer-readable modulated carrier signal.

Having illustrated and described the principles of the invention in an embodiment thereof, it should be readily apparent to those skilled in the art that an embodiment of the invention may be modified in arrangement and detail without departing from such principles. All modifications coming within the spirit and scope of the accompanying claims are claimed.

What is claimed is:

**1.** A computer provisioned in a vehicle, comprising: a storage, and a display,

wherein the computer is to collect data from a plurality of sensors, which are operative to generate real-time data about one or more parts of the vehicle while the vehicle is in operation,

wherein the one or more parts of the vehicle about which real time data is to be generated is selected based on inputs provided by a user of the vehicle using a user interface while the vehicle is in operation,

wherein the computer is to render the data on the display and allow an user of the vehicle to use the data in a real-time while the user is operating the vehicle,

wherein the computer is to store the data in the storage and allow the user of the vehicle to access the data stored in the storage while operating the vehicle.

**2.** The computer of claim 1 further comprises a transmitter, wherein the computer is to use the transmitter to transfer the data to other device for displaying the data.

**3.** The computer of claim 1, wherein the computer is to allow the user to choose settings to control the one or more parts of the vehicle while the vehicle is in operation.

**4.** The computer of claim 3, wherein the user is to choose settings to control the one or more parts, wherein the one or more parts include lock to one or more doors that may be locked while the speed of the vehicle increases beyond a pre-set value.

**5.** The computer of claim 4, wherein the computer is to compare the tire pressure of the one or more tires of the vehicle and generate an indication signal to the user if the tire pressure is outside a specified range.

**6.** The computer of claim 1, wherein the computer is to collect data which includes tire pressure in one or more tires of the vehicle while the vehicle is in operation.

**7.** The computer of claim 1, wherein the computer is to retrieve usage information of the one or more parts from the storage in response to receiving a request from the user and present the usage information to the user while the vehicle is in operation.

**8.** A method in a computer provisioned in a vehicle, comprising:

collecting data from a plurality of sensors, which are operative to generate real-time data about one or more parts of the vehicle while the vehicle is in operation, wherein the one or more parts of the vehicle about which real time

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data is to be generated is selected based on inputs provided by a user of the vehicle using a user interface while the vehicle is in operation, rendering the data on a display, allowing a user of the vehicle to use the data in real-time while the user is operating the vehicle, storing the data in a storage, and allowing the user of the vehicle to access the data stored in the storage while operating the vehicle.

9. The method of claim 8 comprises allowing the user to use touch screen supported by the display to choose settings, wherein the settings is to control one or more parts of the vehicle while the vehicle is in operation.

10. The method of claim 9 comprises allowing the user is to lock one or more doors if the speed of the vehicle increases beyond a pre-set value by choosing the settings.

11. The method of claim 8 comprises collecting the data in the computer that includes tire pressure in one or more tires of the vehicle while the vehicle is in operation.

12. The method of claim 11 comprises, comparing the tire pressure of the one or more tires of the vehicle, and generating an indication signal to the user if the tire pressure is outside a specified range.

13. The method of claim 8 comprises, retrieving usage information of the one or more parts from the storage using the computer in response to receiving a request from the user, and presenting the usage information to the user while the vehicle is in operation.

14. An article comprising: a storage medium, the storage medium having stored thereon instructions, that, when executed by a computer provisioned in a vehicle, result in:

collecting data from a plurality of sensors, which are operative to generate real-time data about one or more parts of the vehicle while the vehicle is in operation, wherein the one or more parts of the vehicle about which real time data is to be generated is selected based on inputs provided by a user of the vehicle using a user interface while the vehicle is in operation, rendering the data on a display, allowing a user of the vehicle to use the data in real-time while the user is operating the vehicle, storing the data in a storage, and allowing the user of the vehicle to access the data stored in the storage while operating the vehicle.

15. The article of claim 14, wherein the storage medium having stored thereon instructions, that, when executed by a computer provisioned in a vehicle, result in allowing the user to use touch screen supported by the display to choose settings, wherein the settings is to control one or more parts of the vehicle while the vehicle is in operation.

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16. The article of claim 15, wherein the storage medium having stored thereon instructions, that, when executed by a computer provisioned in a vehicle, result in allowing the user is to lock one or more doors if the speed of the vehicle increases beyond a pre-set value by choosing the settings.

17. The article of claim 14, wherein the storage medium having stored thereon instructions, that, when executed by a computer provisioned in a vehicle, result in collecting the data in the computer that includes tire pressure in one or more tires of the vehicle while the vehicle is in operation.

18. The article of claim 17, wherein the storage medium having stored thereon instructions, that, when executed by a computer provisioned in a vehicle, result in, comparing the tire pressure of the one or more tires of the vehicle, and generating an indication signal to the user if the tire pressure is outside a specified range.

19. The article of claim 14, wherein the storage medium having stored thereon instructions, that, when executed by a computer provisioned in a vehicle, result in, retrieving usage information of the one or more parts from the storage using the computer in response to receiving a request from the user, and presenting the usage information to the user while the vehicle is in operation.

20. A vehicle, comprising:

a plurality of sensors, which are operative to generate real-time data about one or more parts of the vehicle while the vehicle is in operation,

a display, and

a computer coupled to the plurality of sensors and the display, wherein the computer is to collect data for one or more parts from the plurality of sensors while the vehicle is in operation,

wherein the one or more parts of the vehicle about which real time data is to be generated is selected based on inputs provided by a user of the vehicle using a user interface while the vehicle is in operation,

wherein the computer is to allow a user of the vehicle to use the data while the vehicle is in operation, wherein the user is provided with an access to use the data while operating the vehicle.

21. The vehicle of claim 20, wherein the computer is to collect the data of a fuel injection system and render the data on the display device for the user to view the data while the vehicle is in operation.

22. The vehicle of claim 20, wherein the computer is to provide a service history of the vehicle in response to receiving a request from the user of the vehicle while the vehicle is in operation.

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